

STATE POLITICS.

General W. W. Irwin has addressed the following spicy letter to the editor of the Bedford Argus:

Editor Argus:—M. S. Quay, in the last sheet of slander and libel which he publishes, says he did not assist in electing Cameron to the United States Senate, nor did he help in any way (so he says) to defeat Curtin for that position. Now, he might just as well save the paper and ink with which he publishes the falsehood, for there is not an intelligent Republican in the Commonwealth who takes any interest in politics who will believe a word of his statement on this subject. It is not to be expected that a traitor will confess his treason, nor will a man who sells himself for a price admit the sale in his own newspaper.

Bold and brazen-faced as Quay is, he is still not reckless enough to do that. His attempt to hide behind Colonel A. K. McClure's letter of which he speaks in his paper, will not save him from the guilt, as he supposed, which he obtained from that gentleman, who was then in the Carolina, and to whom Quay appealed to save him from the ruin which the exposure of the sale to Cameron was threatening him with. Colonel McClure being a kind-hearted man, wrote such a letter as Quay dictated, but mark me, let Quay proceed with his suit against the Bedford Argus, then Colonel M. will be put upon the witness stand, and when under oath a very different version of the Curtin sale will be brought to view, and Quay's position will be a most awkward one. I know, too, what Governor Curtin's opinion of the matter is, for in an interview with him at his house in Philadelphia, about three weeks before his departure for Europe, the whole subject, in the presence of others, was fully discussed; and from the Governor's remarks at the time, I think your little neighbor will never sincerely ask Governor Curtin to testify in his behalf on that matter.

Why does not Quay bring a libel suit against his friend "Bill" Kemble, who "blowed" on him for selling out Curtin? Kemble was the one who did the talking to Quay for the Camerons, on the Sunday preceding the organization of the Legislature in 1867. On the Monday following Hon. Alexander Adams, of Philadelphia, remonstrated with Quay against this political treason; and from his room in the Brady House proceeded to Governor Curtin and informed him that his special friend, M. S. Quay, had sold him out.

Quay says he does not propose to defend General Cameron. This is simply said to hoodwink the public. I know, and you know, that he is, and has been, owned by Cameron ever since that treacherable political sale of Andrew G. Curtin in January, 1867, and he is obliged to defend and protect his master, for therein dependeth "his bread and butter," and it constitutes a part of the consideration for the capital invested in starting the publication of the Beaver Radical, which is a paid Cameron organ. Had Quay failed in having Sharlock returned to the Legislature he would have lost caste with the Cameron ring as a tool and a lobbyist; for that has been his occupation at Harrisburg ever since the Senatorial contest above referred to.

Mr. Editor, I am not a literary writer, nor do I profess to be a composer. I have no newspaper, nor would I slander my neighbors—as the Radical man does—I had. He mutilates my letters in his newspaper, and charges that I do not write these. I say he lies; and I say, further, that neither the editor of the Argus nor his brother ever saw my letters—recently published—until after they were written and forwarded for publication. If I am neither a liar nor a fanatic, writer, I at least utter truth, and that is what hurts Mr. Quay. When Mr. Quay and myself were young I labored on a farm, and Quay—through the struggles of his poor parents—was kept in school. During this period of our lives, Mr. Quay's father made frequent visits to our farm, and, through the kindness of my good, pious Presbyterian mother, always returned with his baggy well filled with butter, eggs, hams, etc. Of course Quay learned some words of which I am ignorant. But a party can be learned to talk. Quay insinuates that I had better remain at my post in Harrisburg. I will just say, in answer to this, that I am abundantly able to manage the State Treasury, take care of my farm, enjoy the society of my family, look after various matters for my neighbors, and thrash him whenever he again dares to "pop up" his head for office in this county, or in any other way he desires. He says all that is necessary to defeat a man in this county is, that it be known I am for him. "Trot out" Mr. Quay, and we will see whose man goes through.

Where is Rutan? I looked for an affidavit from him in the last Radical, setting forth that "he didn't tell the agent of the Pennsylvania Railroad Company that he could put him (Rutan) down for anything that company wanted next winter." He did so tell the agent; and since Rutan is notorious for a ready supply either of his own or others' affidavits—indeed, his brains (what is left of them) are full of "affidavits" ever since he was chief District Attorney of Beaver county, so—I was surprised at not seeing one on this subject, more especially one that might tend to his office. How are you, Rutan? Did Sharlock, the great Republican endorsed of Beaver county?—Bah! bah!

Again, I repeat—Quay did give his bonds, stocks, etc. etc., as collateral security for money to elect Mackey. I repeat that he so deposited five hundred shares Union City Passenger Railway stock, of Philadelphia; two thousand Pennsylvania Railroad stock; two thousand Bald Eagle Valley stock; and over four thousand dollars of stock of Beaver County National Bank; and that he did borrow on his notes with R. W. Mackey under, twenty-five thousand dollars from J. C. Bumbarger, Esq., of Harrisburg, in the State of Pennsylvania; and that he did then and there put that money into a fund to buy the votes of Legislative "sealwarts" for the nomination of Mackey as the Republican candidate for State Treasurer. But, afterwards, Mackey was not elected; M. S. Quay did thereby lose the aforesaid twenty-five thousand dollars; and, consequently, he was obliged—with his note of promise with R. W. Mackey as endorser, and his aforesaid stock certificates to raise the money (which he did on Third street, Philadelphia), to take up the note at Bumbarger's. In order, however, to effect the negotiation, Mackey was forced to deposit State funds in the bank of J. C. Bumbarger, against the wishes of his master, Simon Cameron, to the amount of twenty-five thousand dollars, to stand in place of that amount drawn out by Quay, until the same could be refunded from his collaterals and the Mackey-endorsed note—which note of twenty-five thousand dollars is now about due. And further, the fifteen thousand dollars loaned by R. W. Mackey, in the name of M. S. Quay, to George M. Lannan (whisky dealer in Philadelphia), and which M.

S. Quay was obliged to raise on his note with George M. Lannan as endorser (and which note has been protested and is unpaid), is the identical paper on which the title to a certain property came into possession of M. S. Quay, about which he failed to answer in his exposure libel suit, as the editor of the Pittsburgh Commercial. When he brought that suit he flourished a Derringer pistol on Fifth street, Pittsburgh, declaring that he would "either convict Brigham or shoot him with that!" (flourishing the weapon). Poor fellow, he only succeeded in torturing himself.

I will close for the present, but if Mr. Quay persists in his abuse, I will come down with more and heavier shots. Again I ask, Where is Rutan with his affidavits? W. W. IRWIN.

HUXLEY'S EXPERIENCE AS A SMOKER.—At the recent meeting of the British Association for the Advancement of Science, a paper on the use and abuse of tobacco was called up by Professor Huxley, the President of the association, who gave an amusing account of his experience of smoking. He said he was placed in a rather awkward position with regard to the question of smoking, for for forty years of his life tobacco had been to him a medical student, and he had every temptation to acquire the art of smoking, but his smoking, after a few puffs, always resulted in his finding himself on the floor. He failed to become a smoker when he was an officer in the navy, and he had for a long time a great antipathy for smokers. But one day, some years ago, he was making a tour through Brittany when he stayed at an old inn; it was awfully wet and cold without, and a friend of his took to smoking and tempted him to have a cigar. His friend looked so happy, the fire was so warm within the inn, and it was so cold and wet without, that he thought he would try to smoke, and he found himself a changed man. He found that he was in the position of a lamentable plover (laughter), and his case would illustrate to the people who led him astray was most distinguished and a late president of this association. From that day he dated his ruin (laughter), for from that day, whenever smoking was going on, they might be pretty sure that he joined in it. There was a certain substantial kind of satisfaction about smoking if kept in moderation, and he must say this for tobacco, that it was a sweeter and equalizer of the temper. He was glad to state that in his opinion there was nothing worse than excessive smoking; but any one could undertake to destroy himself with green tea or any other article of diet if carried to excess.

THE BABY.—But as for the baby, whatever rudimentary arts he may develop, he does not show the slightest possible glimpse of the development of a moral sense. His notions of sleep are simply inordinate. His times for awakening are the small hours, when all conscientious babies are asleep. He then displays a capacity of yelling which otherwise could hardly be expected from so minute an insect. At other times he reclines, sucking his thumb in dim yearning after a pipe, or doubling his fist in lively anticipation of life's coming struggles. A baby is generally born looking extremely old. One almost begins to speculate whether the Platonic theory of reminiscence may not be true, and whether this alleged baby may not be some extremely old gentleman who has acted rather badly in another sphere of existence, and has another mundane chance given him. Babies look awfully old and wrinkled, they are born. Sometimes they look dirty, but I have seen them look as young as eight-and-forty. In a few days they throw off the old existence, and are fairly embarked upon this real sea of human life, where they will have rocks and shoals and quicksands enough before they can come into any sort of haven. And yet there is something maddening about a baby. Boswell is reported to have once said to Dr. Johnson:—"Sir, what would you do if you were shut up in a tower with a baby?" I forget what the response was, "Sir, you are a fool!" I should suppose of something equally laconic and straightforward. The suggestion is an awful one, probably an impossible one; but still the dread idea recurs—"What would a man do if he were shut up alone with a baby?"—London Society.

LUMBER.

1870 SPRUCE JOIST, SPRUCE JOIST, HEMLOCK, HEMLOCK.

1870 SEASONED CLEAR PINE, SEASONED CLEAR PINE, CHERRY, CEDAR, SPANISH CEDAR, FOR PATTERNS, RED CEDAR.

1870 FLORIDA FLOORING, FLORIDA FLOORING, CAROLINA FLOORING, DELAWARE FLOORING, ASH FLOORING, WHITE PINE FLOORING, FLORIDA STRIP BOARDS, RAIL PLANK.

1870 WALNUT BOARDS AND PLANK, WALNUT BOARDS, WALNUT PLANK.

1870 UNDERTAKERS' LUMBER, UNDERTAKERS' LUMBER, RED CEDAR, WALNUT AND PINE.

1870 SEASONED POPLAR, SEASONED CHERRY, WHITE OAK FLOORING AND BOARDS, HICKORY.

1870 CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.

1870 CAROLINA SCANTLING, CAROLINA H. T. SILLS, NORWAY SCANTLING.

1870 CEDAR SHINGLES, CYPRESS SHINGLES, MAULE, BROTHERS & CO., No. 360 SOUTH STREET.

PANEL PLANK, ALL THICKNESSES—COMMON PLANK, ALL THICKNESSES—1 AND 2 SIDE FENCE BOARDS, WHITE PINE FLOORING BOARDS, YELLOW AND SAP PINE FLOORING, 1x and 2x SPRUCE JOIST, ALL SIZES, HEMLOCK JOIST, ALL SIZES, PLYSTRIKING, ALL QUALITY, Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ, 551 1/2 No. 1715 RIDGE AVENUE, NORTH OF POPLAR ST.

United States Builders' Mill, FIFTEENTH Street, Below Market.

ESLER & BROTHER, PROPRIETORS. Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts. (1313 A) LARGE ASSORTMENT ALWAYS ON HAND.

RAILROAD LINES.

1870.—FOR NEW YORK.—THE CAMDEN AND AMBOY AND PHILADELPHIA AND TRENTON RAILROAD COMPANY. Lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET DEPOT. At 6:30 A. M. Accommodation, and 9 P. M. Express, via Camden and Amboy, and at 8 A. M. Express Mail, and 2:30 P. M. Accommodation, via Camden and Jersey City. At 6 P. M. for Amboy and intermediate stations. At 6:30 A. M. and 2 P. M. for Farmingdale. At 6:30 A. M., 12 M., 2 P. M., 3:30, and 6 P. M. for Trenton. At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 6, 8, 7, 10:30, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton. At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra. At 6:30 and 10 A. M., 12 M., 5, 7, and 11:30 P. M. for Fish House.

FROM WEST PHILADELPHIA DEPOT. At 7 and 9:30 A. M., 12:45, 5:45, and 12 P. M. for Trenton and Camden. At 12 P. M. (night) for Morrisville, Tullytown, Solebuck, Edgemoor, Cornwells, Torresdale, Holmesburg, and Frankford. The 9:30 A. M., 5:45 and 12 P. M. Lines will run daily on Sundays. Sunday Lines leave 9:30 A. M., 6:45 P. M., and 12:15 P. M.

FROM HARRISBURG DEPOT. At 7:30 A. M., 2:30, and 9 P. M. for Trenton and Bristol, and at 10:45 A. M. and 5 P. M. for Bristol. At 7:30 A. M., 2:30, and 9 P. M. for Morrisville and Tullytown. At 7:30 and 10:45 A. M., 2:30, 5, and 9 P. M. for Schuylkill, Edgemoor, Cornwells, Torresdale, and Holmesburg. At 7:30 A. M., 2:30, 5:15, and 7:30 P. M. for Junction, Holmesburg, and Holmesburg. At 7:30 A. M., 2:30, 5:15, and 7:30 P. M. for Tacony, Wissinoming, Briceburg, and Frankford.

DELAWARE AND PENNSYLVANIA RAILROAD. At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Cayuga, Syracuse, Great Bend, Montrose, Whitehall, Schooley, and Honesdale. At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Heintz, Easton, Lambertville, and Pottsville. This line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc. At 7:30 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET DEPOT (UPPER SIDE), VIA NEW JERSEY THROUGH RAILROAD. Daily Lines for New York, Long Branch, and intermediate places. VIA CAMDEN AND BURLINGTON COUNTY RAILROAD. At 7 and 11:30 A. M., 2:30, 5:45, and 12 P. M. on Thursday and Saturday nights at 11:30 P. M. for Merchantville, Moorestown, Hartford, Marltonville, Hainesport, and Mount Holly. At 7:30 A. M., 4:30 and 9:30 P. M. for Lambertville and intermediate stations.

CHESTER VALLEY RAILROAD. Passengers for Downingtown and intermediate points take the 7:30 A. M. and 4:30 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45, and 5:15 P. M.

PERKINSON VALLEY RAILROAD. Passengers for Perkiomen and intermediate points take the 7:30 A. M. and 4:30 P. M. trains from Philadelphia, returning from Perkiomen at 6:30 A. M., 12:45, and 5:15 P. M.

NEW YORK EXPRESS FOR PITTSBURGH AND THE WEST. Leave New York at 10:30 A. M. and 8:30 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central lines, and express trains for Pittsburgh, Chicago, Williamsport, Elmira, Baltimore, etc.

SCHUYLKILL VALLEY RAILROAD. Leave New York at 10:30 A. M. and 8:30 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central lines, and express trains for Schuylkill, Pottsville, and Reading.

TRAINS LEAVE DEPOT. 8:00 A. M. Paoli Accommodation, 10 A. M. and 12:00 and 7:10 P. M. East and West. 11:00 A. M. Erie Express. 11:00 A. M. Harrisburg Accommodation. 12:00 P. M. Lancaster Accommodation. 1:30 P. M. Philadelphia Express. 2:30 P. M. Erie Mail. 3:30 P. M. Paoli Accommodation, 4:30 A. M. and 3:30 and 9:40 P. M. Parkersburg Train. 8:00 A. M. East Line and Buffalo Express. 9:30 A. M. Erie Express. 10:30 A. M. Erie Express.

PHILADELPHIA AND ERIE RAILROAD SUMMER TIME TABLE. On and after MONDAY, May 29, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia.—WESTWARD.

MAIL TRAIN leaves Philadelphia 10:30 P. M. arrives at Williamsport 8:30 A. M. ERIE EXPRESS leaves Philadelphia 10:40 A. M. arrives at Williamsport 8:15 P. M. ELmira MAIL leaves Philadelphia 7:30 A. M. arrives at Williamsport 6:00 P. M. LEAGUE MAIL leaves Philadelphia 7:30 P. M. arrives at Williamsport 1:30 P. M.

MAIL TRAIN leaves Erie 8:50 A. M. arrives at Philadelphia 6:30 A. M. ERIE EXPRESS leaves Erie 9:00 P. M. arrives at Philadelphia 8:15 A. M. ELmira MAIL leaves Erie 7:30 A. M. arrives at Philadelphia 9:30 P. M. BUFFALO EXP. leaves Erie 7:30 P. M. arrives at Philadelphia 9:25 A. M. BALD EAGLE MAIL leaves Erie 11:35 A. M. arrives at Philadelphia 9:30 P. M. BALD EAGLE EXP. leaves Erie 11:35 A. M. arrives at Philadelphia 9:30 P. M.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD. CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:—LEAVE PHILADELPHIA, from depot of F. W. & R. R. Company, corner Broad street and Washington avenue.

FOR PORT DEPOSIT at 7 A. M. and 4:30 P. M. FOR OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. FOR CHADDS FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M.

FOR PHILADELPHIA at 7 A. M. connects at Port Deposit with train for Baltimore. Trains leaving Philadelphia at 7 A. M. and 4:30 P. M. on arrival of trains from Baltimore. On and at 6:05 A. M., 10:35 A. M. and 6:20 P. M. Sundays at 6:30 P. M. only.

CHADDS FORD 7:30 A. M., 1:35 A. M., 3:35 P. M., and 6:30 P. M. Express 8:30 P. M. only. Passengers are allowed to take wearing apparel only as baggage, and the company will not be liable for loss of baggage, unless special contract is made for the same. HENRY WOOD, General Superintendent.

WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING SEPTEMBER 15, 1870. Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).

8:15 A. M. Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations. 11:45 A. M. Woodbury Accommodation. 1:15 P. M. Passenger for Cape May, Millville, and way stations below Bridgeton. 2:30 P. M. Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations. 5:30 P. M. Accommodation for Woodbury, Glassboro, and way stations. Freight Train leaves Camden daily, at 12 M.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, North-west, and the Canada.

WINTER ARRANGEMENT. Of Passenger Trains, Oct. 1, 1870. Leaving the Company's Depot at Fairmount and Callowhill streets, Philadelphia, at the following hours:—MORNING ACCOMMODATION. At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:50 P. M.

MORNING EXPRESS. At 8:30 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

At 9:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, and the 8:15 A. M. train connects with the Lebanon Valley, for Harrisburg, etc. At 10:30 A. M. train connects with the PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc. At HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

Leaves Philadelphia at 3:30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Allentown Railroad trains for Columbia, etc. At 4:30 P. M. for Pottsville. At 5:30 P. M. for Harrisburg. At 6:30 P. M. for Reading. At 7:30 P. M. for Harrisburg. At 8:30 P. M. for Reading. At 9:30 P. M. for Harrisburg.

Leaves Pottsville at 6:25 A. M., stopping at intermediate stations, arrives in Philadelphia at 8:40 P. M. Returning, leaves Philadelphia at 4:30 P. M. At 5:15 P. M. arrives in Reading at 7:45 P. M., and at Pottsville at 8:40 P. M.

Morning Express trains for Philadelphia leave Harrisburg at 10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 3 P. M. Afternoon Express trains leave Harrisburg at 3:30 P. M., and Pottsville at 3:10 P. M., arriving at Philadelphia at 7:40 P. M.

Hourly Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Allentown Accommodation at 6:45 P. M., arriving in Philadelphia at 9:25 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and Allentown. Connecting at Reading with accommodation train for Philadelphia and all way stations. At the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 11:30 A. M., returning from Reading at 4:45 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroad.

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WEST JERSEY RAILROADS. FALL AND WINTER ARRANGEMENT. COMMENCING SEPTEMBER 15, 1870. Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry).

8:15 A. M. Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations. 11:45 A. M. Woodbury Accommodation. 1:15 P. M. Passenger for Cape May, Millville, and way stations below Bridgeton. 2:30 P. M. Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations. 5:30 P. M. Accommodation for Woodbury, Glassboro, and way stations. Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD. TIME TABLE. COMMENCING MONDAY, JUNE 6, 1870.

Trains will leave Depot, corner of Broad street and Washington street, as follows:—Way Mail Train at 9:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington, with Chesapeake and Breakwater Railroad, at Sanford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Ferryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle. Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurgate, Linwood, Clayton, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Ferryville, Havre-de-Grace, Aberdeen, Perryman, Edgewood, Magnolia, Chase's and Stoumen's Run.

Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Clayton, Wilmington, Newark, Elkton, North East, Ferryville, Havre-de-Grace, Perryman's, etc. Express for Fortress Monroe and Norfolk will take the 11:45 A. M. train.

Stopping WILMINGTON TRAINS. Leave Philadelphia at 11:30 A. M., 2:30, 5:00, and 8:30 P. M. for Wilmington. Leave Wilmington for Philadelphia at 11:30 A. M., 2:30, 5:00, and 8:30 P. M. for Philadelphia. Leave Philadelphia for Harrington and intermediate stations. Leave Wilmington for Harrington and intermediate stations.

Leave Philadelphia at 9:10 A. M., 2:00, 4:00, and 7:15 P. M. The 9:10 A. M. train will not stop between Philadelphia and Fallsdale. The 7:15 P. M. train from Wilmington runs daily all other accommodations stopping at all regular stations. Trains leaving Wilmington at 9:45 A. M. and 4:00 P. M. will connect at Lamekin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore. Leave Baltimore to Philadelphia.—Leave Baltimore 7:30 A. M., Way Mail; 9:00 A. M., Express; 2:30 P. M., Way Mail; 4:30 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE. Leave Baltimore at 7:30 P. M., stopping at Magnolia, Ferryville, and Havre-de-Grace, at Clayton, Thurgate, North East, Elkton, Newark, Stanton, Newport, Wilmington, Clayton, Linwood, and Chester. Leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, leave West Grove at 8:05 P. M.

Through tickets to Philadelphia, West, South, and Southwest may be procured at ticket office, No. 825 Chesnut street, under Continental Hotel, where also State Room tickets for Philadelphia may be secured. During the day, persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEDY, Superintendent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD. TIME TABLE. On and after WEDNESDAY, November 2, 1870.

Leave Philadelphia at 7:30 A. M., 9:30, 10, 11, 12, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Germantown at 6:45, 7:45, 8:20, 9, 10, 11, 12 A. M., 1:15, 2:15, 3:15, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. The 8:20 noon train, and 2:15, 3:15, and 6:15 up trains, will not stop at Germantown Branch.

ON SUNDAYS. Leave Philadelphia at 9:10 A. M., 2, 4:00, 7, 1, and 11:30 P. M. Leave Germantown at 8:15 A. M., 1, 5, 6, and 9:15 P. M. GERMANTOWN HILL RAILROAD. Leave Philadelphia at 8:10, 10, and 12 A. M., 2, 4, 6, 7, 9, and 11 P. M.

Leave Philadelphia Hill 7:30 A. M., 9:30, 11:40 A. M., 1:40, 3:40, 5:40, 7:40, 9:40, 11:40 P. M. ON SUNDAYS. Leave Philadelphia at 7:30 A. M., 9:30, 11:40 A. M., 1:40, 3:40, 5:40, 7:40, 9:40, 11:40 P. M. Leave Germantown Hill at 7:40 A. M., 9:40, 11:40, and 1:40 P. M.

Passengers taking the 6:05, 9 A. M., 6:15 and 11 P. M. trains from Germantown will make close connections with the trains for New York at Intersection Station.

FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 7:30, 9, and 11:30 A. M., 1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M. Leave Norristown at 5:45, 6:20, 7, 8, 9, 10, 11, 12 P. M., 1:15, 2:15, 3:15, 4, 5, 6, 7, 8, 9, 10, 11, 12 P. M.